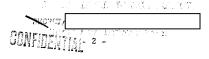
, -	CLASSIFICATION SECTION Approved For Release 20/2/08/08 : CIA-RDP82-0 CENTRAL INTELLIGENCE AGENCY	0457R010700310005-8 REFORT NO	25X1 25X1A
25X1C	INTELLOFAX 29 INFORMATION REPORT	CD NO	
WALNOW		DATE DISTR 26 March 1	952
SUBJECT	Tabulation of Locomotives	NO. OF PAGES 3	
		NO. OF ENCLS.	
		SUPPLEMENT TO REPORT NO.	25X1X
	The following information was obtained from an off General, Railroads, Berlin, of the locomotives available	ilabla in the Zone on 30 Nove	nbor
	Becta:	Bood Tou To a (a)	25X1
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Operational Locomotives

MARIN ARCHITICAL CONTRACTOR CONTR	er and desire a supply from designating								
	Service- able	Under Repair Railroad Mainten- anne Shops (Bw)	at Railroad Repair Shops (RAW)	Awaitin Repair at RAW	g Total	Damaged Locomo- tives		Rempris	
State cumed lesemutives	3,083	485	523	753	a,324	679	5,503		
including soal dust-firing locemotives	28	7	13	17	75	מי	75		
Celumn locemetives	315	12	31	12	3 7 0	•	370	including 23 type01 locomotives; 86 type-50 locomo- tives; and 261 type-52 locomotives	
Foreign-owned locomotive	s 13	3	4	2	17	1,055	1,072		
Narrow-gauge locemotives	3 151	22	30	6	209	6	215	including 17 locomestives with a gauge of 600 mm; 147 locomotives with a gauge of 750 mm; 5 locomotives with a gauge of 900 mm; and 45 locomotives with a gauge of 1,000 mm.	

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Adarity lufomation

2. One narrow-gauge locomotive, which was turned over to the Max Muette rolling mill in Untervallenborn in the Dresden regional railroad district, was no longer carried in the records. *

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Changes since the last reported tabulation of locomotives, status of 31 Detober 1951, are as stated below. There was no change in the total stocks of state-ormed locomotives, but the number of serviceable locomotives has decreased by 107 units, which is indicative of higher repair requirements. The number of and dust-firing locomotives has increased by six, and as previously, only half the number of these locomotives are serviceable. The number of 370 column locomotives has remained constant, but the number of serviceable column locomotives has increased by seven units. These column locomotives are given preferential treatment at the railroad repair installations. There was no change in the number of foreign-owned locomotives, while the number of narrow-gauge locomotives has decreased by the one which was turned over to the Max Mustte rolling mill at Unterwellenborn.

